



MONTANA AERONAUTICS COMMISSION

Volume 21 — No. 10

November, 1970

MECHANIC SEMINARS UNDER WAY

Fifty-six applications have been accepted for the two Aviation Mechanics Seminars being held this December. The seminars sponsored by the Montana Aeronautics Commission are being held in Missoula on December 3, 4 and 5; and in Billings on December 6, 7 and 8.

Instructors for the seminars will be representatives of the following companies:

Beech Aircraft Corporation—Scott Hutchinson. Piper Aircraft Corporation—R. W. "Dav" Davenport. Avco-Lycoming—Stanley J. Kowalski. Teledyne Continental—Ken E. Gardner. AC Spark Plugs—S. S. Coates. Bendix Corporation—T. A. Stanford.

Instructors from the FAA will be:

GADO No. 1, Billings—Jim Crouse and Jess Larsen. GADO No. 9, Helena—C. R. "Bob" Taylor and Dick Brodowy. GADO No. 1 and No. 9—Carl Hutchinson—Electronics.

REGISTRATION CUT OFF DATE

The Montana Aeronautics Commission has cut off 1970 pilot and aircraft registration as of November 15, 1970. All pilot registration and aircraft registration received after November 15 will be temporarily held and applied as 1971 registration.

MONTANA FF&R ENJOY BIG TIMBER MEET

The Montana Flying Farmers and Ranchers' Annual Convention, held in early October in Big Timber, was considered highly successful. Due to a variety of circumstances a large number of the group were unable to attend, however, members that did join the festivities thoroughly enjoyed themselves.

An informal get-together was held Friday evening and Jerry Burrows of the Montana Aeronautics Commission showed several entertainment-type aviation films.

Following the business meeting on Saturday, the group toured Robert Elgal's commercial wild bird farm. There they hand fed whistling swan and viewed geese from Europe, Central Asia and Alaska and several varieties of fowl from Asia and India. In addition, they had the opportunity to see Mr. Elgal's Mouflon sheep from the mountainous islands of the Mediterranean.

The group continued on their scenic trip up Boulder River and enjoyed a delightful coffee break at the Rasmus Boe Ranch.

The Saturday night banquet was highlighted by the crowning of Montana Flying Farmers and Ranchers Farmerette for 1971, lovely Joyce Krueger of Reed Point. Earl Keister

was awarded the Jim Oliver award for receiving his instrument rating and Mrs. Virgil "Kay" Compton received an award for obtaining private pilots license.



Farmerette Joyce Krueger

Featured speaker for the banquet was George S. Batchelder, Accident Prevention Specialist for the FAA's GADO in Billings. George spoke on the importance of safety in flying and the use of the radio. Jim Snodgrass was Master of Ceremonies.

Among the distinguished visitors were International Queen Sandra Robbins and husband Dale from Medicine Bow, Wyoming; International President Wallace Lockmiller and wife Evelyn from Clovis, New Mexico; IFF Regional Director Ronald Anderson and wife Ellen Jane from

(Continued Page 6)

Official Monthly Publication
City/County Airport
of the

**MONTANA AERONAUTICS
COMMISSION**

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Helena, Montana 59601

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Edited by: C. Joyce McCutcheon



TEN AIR TOURS OFFERED

The Mexican Government has announced there will be 10 attractive air tours to Mexico, Central America, and Panama in 1971. The air tours conducted in 1970 were so well received by the flying public that the Mexico Tourist Bureau has sanctioned the 10 different tours being conducted in 1971 by "Aviation Tour and Travel Service".

A "split" tour in February will include Mexico and go as far as Panama through Central America.

Bi-lingual commercial pilots will be the tour conductors to assure safe, relaxed flying. Pilot briefing will be given on each leg of the tours. The "Buddy" system is used so that every plane has adequate radio available at all times.

The low package cost includes meals, rooms, sight-seeing, tips, charts, RAMS cards, landing fees and customs.

A detailed brochure may be obtained by writing to: Aviation Tour & Travel Service, P.O. Box 84, Hutchinson, Minnesota 55350.

Director's Column



Progress in any part of aviation is progress in all parts of aviation. It would seem that the air taxi business is substantially increasing and hopefully this is some sort of an upturn for all of general aviation. As the readers know, our industry has been one of the hardest hit in the national downturn of the economy.

It is well to mark this unfortunate situation but our real work is to find out what we can do for this needed and necessary part of our communities and indeed our entire society. Montana must have an active, dynamic and growing general aviation industry. Air carriers are having their problems but there is no question on their survival and the eventual resumption of growth. In my opinion they can count on this because the average citizen is conscious of the need and desirability of air carriers, and in general is willing to support them through subsidies, better airports and facilities.

But the need of the average citizen for general aviation is not so well known to him and his inclination is to be indifferent to what he does not know about and sometimes even hostile to what he does not understand. It appears to me that one of our main jobs is to make the citizen of Montana as aware of his need and dependence upon general aviation as he is upon the air carrier. The question is how to get to him with the necessary information. The Montana Aeronautics Commission considers this one of the most serious problems confronting it and everything is being done to let people know about general aviation.

We have all seen the publicity given to the hearing of air taxi and the success of those operating has

indicated the public's willingness to ride general aviation aircraft where it is available and necessary and they know about it. It does not seem reasonable to expect that the small general aviation aircraft will ever compete successfully with the large jets on long distance segments, but it certainly can do a better job on the shorter routes. In my opinion, if the general public understood general aviation and its capabilities, the disappearing train and bus would leave with a far less reluctant farewell.

On the short range we meet with and discuss the problems with leaders in communities wherever and whenever possible. We make available the information that we obtain to newspapers and other news media and encourage them to give it to the public, and get our own paper out to as many key people in the state as possible. I just recently gave a talk to the convention of the League of Cities and Towns of Montana which includes the mayors and other city officials, and the response and inquiries made by these officials was very encouraging. Dan Mizner who is Executive Director of that organization requested that I write a guest editorial for their newspaper which has state and national circulation.

Jim Monger recently spoke to about a hundred members of Kiwanis in Bozeman telling them about aviation and the capabilities of our industry when new facilities are added under the new Airport Development Aid Program. He spoke about the value of general aviation to the community. Not too long ago Worthie Rauscher and myself spoke to a group representing nineteen southwestern Montana counties at Butte and there were officials from the counties, cities and the mining, agriculture, lumbering and tourism businesses there and we talked about what we can do. The question and answer period following indicated their interest in general aviation and we answered questions about how they should proceed to develop these matters. Worthie gave an excellent presentation which should go a long ways toward getting these commu-

nity leaders started toward development of general aviation in their area through development of good airport facilities. Our Commissioners are often called upon to speak and discuss the Commission's activities and how we think general aviation can help the communities.

In the long range basis our Aviation and Aerospace Education division is working with the colleges in the state to develop a program for teachers who will introduce primary and secondary school children to the principles of aviation. This program, which of course is sponsored by the Montana Aeronautics Commission, in conjunction with the Superintendent of Public Instruction and supervised by the Commission, is under the direction of Duane Jackson, Assistant Director for Aviation and Aerospace Education.

Duane and I have met with the President of Eastern Montana College concerning the vocational school at Glasgow and our interest in making certain that aviation is at least a part of that program. We do not want the new facilities at Glasgow to compete with existing facilities around the state for aviation education but we do want to make certain that there is at least an introduction to the need of aviation as a part of the curriculum of the school at Glasgow. We believe there are many good schools already in existence in the state and our problem is not more schools, but more students who will have a lasting interest in aviation. So while the news may center around air carriers and their problems, general aviation has many things going for it and the Montana Aeronautics Commission is working hard to make sure that everything possible is done for this great industry.

Fatal accidents during 1969 in the domestic passenger-carrying operation of scheduled air-carriers claimed the lives of 132 passengers and 17 crew members. The passenger death rate per 100,000,000 passenger-miles, based on preliminary information was 0.13.

Total deaths in all civil aviation accidents numbered about 1,550.

LAUREL DEDICATES NEW RUNWAY



Airport Commission Chairman Dave Powers addresses the dedication crowd. Seated on the platform, left to right—Reverend Bernard Geisen, Master of Ceremonies Sonny O'Day, L. Adams of Adams Bros. Contractors, Mayor Kenneth Olson, featured speaker James Monger and Mike McClintock, County Commissioner.

Despite chilling winds an excellent crowd attended the dedication of the Laurel Airport's new paved, 3800 foot runway and lighting system on October 25.

Forenoon events included a fly over by the Experimental Aircraft Association and demonstrations of the radio controlled model aircraft.

The dedication ceremonies commenced at 1:00 p.m. with Reverend Bernard Geisen of St. Anthony Catholic Church presenting the invocation. Charles "Sonny" O'Day served as Master of Ceremonies and the featured speaker was James Monger, Deputy Director of the Aeronautics Commission. Mr. Monger spoke on future benefits to the community that will be derived from the improvement of the airport. The Master of Ceremonies conducted the introductions of Mayor Kenneth Olson; Airport Commission Members, Chairman Dave Power, Dr. John H. Smith, Guy Storemont, Jerry Gass, Gene DeFrance, Joe Nicholas and Airport Manager, Jake Stahley. Music was provided by the Laurel Senior High School Band, directed by Robert Bares.

The stunt flying by John Burns of Sidney in his home built Pitt Special and Al Newby of Bozeman in a Cessna Aerobat was a series of thrills for the audience. An exhibition of sky diving was presented by Stan Hill and Bud Smith.

Cliff Higgins, pilot for the Mon-

tana Fish and Game Department, demonstrated aerial fish stocking by a water drop from a 180.

Static displays were provided by the Experimental Aircraft Association; the National Guard; the United States Forest Service; the Montana Fish and Game Department and Cessna and Piper Aircraft representatives.

SAFETY AWARDS REMINDER

The 1970 Mechanic Safety Awards Program application deadline is approaching. Entries for this year's awards will be accepted through December 31.

If you do not have an application form you may send your nomination in to an FAA GADO office on a sheet of paper and they will complete the form. Eligible mechanics may also submit their own application for the award or the application may be submitted by the supervisor or other knowledgeable personnel. It is important that the nominee's contribution to safety is emphasized and that, in the opinion of the person submitting the application, is above the normal expected skill or responsibility of the mechanic.

Mail your nominations to: FAA General Aviation District Office, P.O. Box 1167, Helena, Montana 59601 or FAA General Aviation District Office, Administration Building, Logan Field, Billings, Montana 59101.



CALENDAR

December 2, Helena — Continuation of Hearing on Application for "Certificate of Public Convenience and Necessity", Johnson Flying Service, Missoula, Mont. To be held at the Montana Aeronautics Commission facilities, 10:00 A.M.

December 3, 4 & 5, Missoula — AMRS—Aviation Mechanics Refresher Seminar. Registration December 2.

December 6, 7 & 8, Billings — AMRS—Aviation Mechanics Refresher Seminar. Registration December 5.

December 7-10, Las Vegas, Nevada —National Air Applicators Association's Annual Conference. Information: NAAA—Field Office—Box 717, Loveland, Colorado 80537.

December 7-10, Hollywood, Florida — National Aviation Trades Association National Air Transportation Conferences and NATA Trade Show. A variety of outstanding social affairs.

December 11, Helena — Montana Aeronautics Commission Monthly Meeting.

December 21, Helena — Hearing on Application for "Certificate of Public Convenience and Necessity" of Antelope Airlines, Gillette, Wyoming. To be held at the Montana Aeronautics Commission facilities.

December 31—1970 Aviation Mechanics Safety Award Deadline. Submit nominations to your GADO Office—GADO #1, Logan Field, Administration Building, Billings, Montana 59101—GADO #9, Box 1167, Helena, Montana 59601.

OVERTIME INSPECTION FEES CUT

—Private pilots arriving from weekend trips to Mexico, Canada, or other foreign countries no longer face burdensome fees for inspection services performed. The recently enacted Airport and Airway Development Act limits this overtime fee to \$25.

AIRPORT NOTES



By **WORTHIE M. RAUCHER**
Assistant Director, Airports

Townsend—The Townsend Airport Board has applied for an \$8,000 loan. The loan will be used to apply a new seal coat to their 4,000 foot runway and to install a low intensity lighting system.

Helena—The Helena Airport Commission has obtained a \$50,000 loan for an addition to the FAA office building located on the Helena Airport.

Billings—The Billings Airport Commission has applied for a \$32,000 loan with which to complete additional office space in the Logan Field terminal at Billings.

Fairview—The Fairview general aviation utility airport at Fairview, Montana, is now completed and turned over to the Sidney-Richland County Airport Board for administration and operation. Mr. Jim Sanderson of Fairview has been appointed Airport Manager.

Lincoln—The Lincoln Airport at Lincoln, Montana, is now equipped with a Unicom radio. Radio call will be Lincoln Unicom on 122.8.

Sanders County—A meeting was held on 4 November 1970 between the Sanders County Commissioners, Plains and Thompson Falls Airport Managers, the FAA and MAC to discuss the possibility of upgrading the three Sanders County airports to Basic Utility Stage I paved airports. The County is considering a long range program, whereby Plains, Thompson Falls and Hot Springs would in turn be upgraded.

Silver Bow County Airport—The installation of the abbreviated visual approach slope indicators (AVASI) on Runways 15 and 30 on the Silver Bow County Airport is now complete and awaiting flight check and final approval by the Federal Aviation Administration.

IN MEMORIAM

F. E. Hardebeck
Robert J. Lueck
Henry J. Wood

The Aeronautics Commission and staff extend their deepest sympathy to the families of F. E. Hardebeck, Butte; Robert J. Lueck, Missoula, and Henry J. Wood of Gildford.

F. E. "Ed" Hardebeck was Chief of the FAA Flight Service Station in Butte for over a decade. Ed was a pilot and very active in aviation organizations and all phases of the industry. His support, his many services and courtesies will be sincerely missed by his many pilot and non-pilot friends in Montana.

Robert Lueck owned and operated Missoula Skyflite. Bob was well known throughout the State and had many friends throughout the aviation industry. He will be sincerely missed by all.

Henry Wood served several terms as President of the Montana Flying Farmers and Ranchers. Henry was extremely active with the youth groups and spent a great deal of time furthering their activities and their aviation interests. His passing will be deeply felt by all who knew him.

Shaffer predicts: General aviation as a whole will in 10 years account for 26 percent of IFR flights, 83 percent of tower operations, 85 percent of Flight Service Station services, and 70 percent of VORTAC utilization, said John Shaffer, FAA Administrator. He also predicted during the annual NBAA conference, the business aviation fleet will number about 35,000 aircraft in 10 years.

Fly to enjoy living—Live to enjoy flying!

Remember that winter daylight hours are few and plan your flight accordingly. If your night time experience is limited, be aware that night operation in winter can pose a special hazard all its own.

REGORRAH ASSIGNED CHIEF OF BUTTE FSS

Theron A. Regorrah was recently named Chief of FAA's Flight Service Station at Butte. Mr. Regorrah was transferred to Butte from Omaha, Nebraska, Flight Service Station late in September.



Chief Theron A. Regorrah

Mr. Regorrah was born and attended schools in Hayward, Wisconsin. He received specialized training at the USAR GCA/GCI Radar School at Keesler Air Force Base in Mississippi; at the Air Force Base in Portland, Oregon; the USAF Physiological Training Course; FAA's Aeronautical Center and Supervision Courses; and Radiological Monitoring Courses.

Regorrah served four years in the Air Force as an Aircraft Control and Warning Operator and was stationed two years at the Anito, Wisconsin, one year in Kamo, Japan, and one year at Omaha, Nebraska.

He presently holds a commercial pilots license with single and multi engine ratings and instrument, in addition to weather observer and pilot weather briefer certificates.

Regorrah joined the FAA in 1961 in Baker, Oregon. Since that date, he has been assigned to Flight Service Stations at Rawlins, Wyoming; Grand Island, Nebraska; and Omaha, Nebraska. He was Watch Supervisor at the Omaha station from 1968 until his Butte assignment.

While stationed in Omaha, Mr. Regorrah conducted over 70 pilot safety meetings in Eastern Iowa and Nebraska. He is planning to start a simi-

lar program in the Butte Area in the near future.

He is a member of the National Association of Air Traffic Specialists, the Lions Club and the Experimental Aircraft Association. He is currently building a four place, BD-4 home-built. His off duty favorite activities are flying, hunting, fishing, camping and horse back riding. Thereon, wife Imogene and two sons, Marvin and Larry, reside at 1702 Dewey Boulevard in Butte.

FAA INSPECTOR'S CORNER



By **GEORGE S. BATCHELDER, JR.**
Accident Prevention Specialist
CE-GADO No. 1, Billings, Montana
"NOT ME!!"

It is a very cold January morning as the business pilot nattily attired in a suit, topcoat, and hat makes his way to the airport to fly his airplane to an important meeting some three hundred miles away.

He had called ahead to have heat applied to the engine of his airplane and had the line boy top the tanks and check the oil. The weather was clear and visibility unlimited. The pilot was lucky, he thought, as his plane was just being rolled out of the operator's heated hangar as he drove into the parking lot. The cold was sharp and he hurried to the plane as he waved a greeting to the line boy who also scurried back to the protection of a warm office. The engine started without difficulty and he taxied briskly to keep the temperature up. The outside air temperature read 20 degrees below zero. The plane rolled a short distance and climbed sharply in the dense air. The climb to altitude, level-off and cruise was all normal and the flight was most pleasant and smooth.

The outside temperature was minus 25 degrees but he was comfortable as the heat flowed through the cabin. Our pilot was just thinking how convenient it was to be able to make his meeting on time and in such ideal conditions when a roughness

developed in the engine. A check of the tanks and instruments appeared normal and then quite suddenly—the deafening silence of engine failure. All senses were alert now and with plenty of altitude, a broad valley ahead offered any number of good landing places. The glide was established, a landing spot selected and an excellent soft field landing accomplished. The pilot breathed a sigh of relief and noticed the soft dry snow covered the wheels of the plane and had aided in the short roll after touch down.

His scan of the situation continued and it was snow as far as he could see; no buildings, roads not even a telephone or power line. He got out of the plane and found it to be without damage but he now remembered his overshoes were in his car. Back in the plane a quick check showed nothing but a few charts, some old chewing gum, and a magazine in the luggage compartment. As the cabin temperature began to drop to that of the outside air, our pilot now realizes that no one knows exactly where he is or is looking for him at his destination as he has not filed a flight plan. Walking out with only his ordinary clothing is out of the question. He had been so busy with the forced landing that no radio call had been made. Unless this man can signal for help or unexpected aid comes, he has made his last flight and faces a horrible final day of his life!

Certainly not a nice situation to think about but it has happened and will happen again to pilots not prepared for flying in the high country from this time of year on through the winter season. A heavy parka, overshoes, mittens will only take up as much space as a suitcase and probably the greatest life-saver of all is a sleeping bag. Survival kits can be purchased or one can be made up from articles readily available from a sporting goods store. Protection to allow survival plus a flight plan filed by phone or radio with your nearest Flight Service Station is the cheapest life insurance on the market today.



Special guests, left to right—Mrs. Lockmiller, IFF President Wallace Lockmiller, IFF Queen Sandra Robbins, Dale Robbins, Mrs. Ronald "Ellen Jane" Anderson, IFF Regional Director Ron Anderson.



Local committee members: Left to right—Bill Ferguson, Sam and Dorothy Langhus, Doug Lowry, Jim Snodgrass and Ken Hanson. (Photos courtesy of Jim Hanson).

Colorado Springs (Mrs. Anderson was International Queen in 1966).

A dance followed with music being furnished by two talented musicians "Beans" and "Pony."

A successful convention was accomplished through the combined efforts of the members residing in Big Timber, the FF&R officers and the Big Timber JC's.

Due to attendance, the election of the state officers was postponed until May when the Montana and Wyoming organizations will hold a joint meeting.

Trans World Airlines claims to be the first airline to offer no-smoking sections on every aircraft in its fleet.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Nov.	Dec.
Culbertson		2
Glasgow	4	
Glendive	19	
Great Falls	5	3
Lewistown		16
Miles City		17
Missoula	19	17
Sidney		18

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

FAA ADOPTS 8 HOUR ALCOHOL BAN

A safety rule prohibiting any person from acting as a crewmember of a civil aircraft within eight hours after consuming alcoholic beverages has been adopted by the Federal Aviation Administration.

The new rule, effective December 5, 1970, adds language to the existing rule in Part 91 of the Federal Aviation Regulations which provides that "no person may act as a crewmember of a civil aircraft while under the influence of intoxicating liquor."

FAA Administrator, John H. Shaffer, has stated "The eight-hour rule is the rock bottom minimum before safety would be jeopardized. The rule is not intended to relax any stricter company rules now used by air carriers and other operators of aircraft," he said.

FAA studies during the past few years have indicated that there is a reasonable possibility that the use of alcohol has contributed to a number of aircraft accidents.

The rule was issued following a Notice of Proposed Rule Making published on June 8, 1970. The notice responded to a petition dated January 6, 1970, from the Aircraft Owners and Pilots Association requesting the adoption of the rule.

STATISTICS

Will your **first** accident be your last day alive?

61/37
65/22
78/18
69/18
56/19
57/31
63/19

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 To-Date	63	19

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Sanders, Peter N.—Red Lodge
Cook, Robert C.—Billings
Houseman, Kenneth F.—Great Falls
Hammond, Howard W.—Big Sandy
Nelson, Brian W.—Missoula

PRIVATE

Hunt, William E.—Helena
Hartford, Russell W.—Kalispell
Kopp, Theodore, G.—Great Falls
Larsen, John—Butte
Pedersen, Donald L.—Helena
Wood, Delbert R.—Gildford
Forsness, Daniel G.—Libby
Neils, John J.—Bozeman
Cooper, Larry C.—Troy
Knudsen, Clyde—Whitewater
Bayless, Stephen R.—Havre
Hamlin, Robert H.—Glasgow
Hutchens, James M.—Circle
Sherod, Gerald N.—Miles City
Engle, William L.—Belle Creek
Boe, Gary L.—McLeod
Tandy, James A.—Gardiner
Parker, Robert N.—Terry
Foster, Steven R.—Williston, N. D.
Wells, Joe A.—Williston, N. D.
Fagerland, Darrel A.—Williston,
N. D.
Lux, Thomas R.—Billings
Huffman, Ted E.—Big Timber
Gans, David E.—Lewistown
McClouth, William F.—Circle
Willavize, William A.—Nashua
Frick, Robert L.—Belle Creek
Simpson, Stephen D.—Miles City
Rogers, Mark D.—Utica
Beck, Bud R.—Lewistown
Ulstad, Gaylord K.—Scobey
Edmonds, Richard—Westby
Blair, Thomas G.—Ekalaka
Wilson, William A.—Billings
Lee, Richard C.—Billings
Mann, Russell L.—Miles City
Petrie, Clarence F.—Turner
Arthur, Larry J.—Hilger

Aerick, Betty L.—Kalispell
Patten, Timothy F.—Missoula
Sederholm, Michael T.—Great Falls
Terry, Clifford E.—Plains
Wicker, Phyllis M.—Kalispell
Berry, Larry J.—Missoula
Murray, Gregory T.—Helena
Irvin, Dennis F.—Spokane, Wash.
D'Armond, David B.—Great Falls
Higgins, Loren L.—Ryegate
Officer, Robert S.—Libby
O'Connell, John H.—Great Falls
Nystrom, Edward A.—Havre
Skirko, Richard A.—Great Falls

COMMERCIAL

Perkins, Gary V.—Helena
Haugland, Kenneth C.—Butte
Oleson, Harvey J.—Kalispell
Kruger, Peggy D.—Cut Bank
Muller, Robert F.—Kalispell
Crowder, Zura R.—Kalispell
Williams, Berton E.—Butte
Larsen, Elizabeth A.—Butte
Stephens, Millard L.—El Paso, Tex.
Hanson, James A.—Melville
Boles, Michael P.—Hardin
Colton, Stanley G.—Santa Clara, Utah
Wehrman, Eugene D.—Billings
Edsall, Bryant E.—Billings
Sanger, Larry L.—Billings
Anderson, Thomas L.—Big Timber
Cady, Lewis A.—Billings
Lund, Ronald M.—Billings

MULTI ENGINE

Colby, Robert D.—Kalispell
Tubbs, William J.—Missoula
Wilkinson, Joe M.—Billings
Stephens, Millard—El Paso, Tex.
Frandsen, John A.—Billings
Lamb, Jay M.—Denver, Colo.
Miller, Allen G.—Miles City
Viotor, Frederick W.—Philipsburg
Cormier, Gary J.—Billings
Bushman, Jon M.—Billings
Gregory, Glen C.—Roberts

INSTRUMENT

Samdal, Harold N.—Hettinger, N. D.
Murray, William S.—Bismarck, N. D.
Darkenwald, Daniel A.—Billings
Larson, Larry L.—Billings
Tidyman, James A.—Billings

FLIGHT INSTRUCTOR

Sorenson, Arnold C.—Kremlin
Moilanen, Daniel A.—Butte
Stevens, Keith E.—Ashland

Schultze, William T.—Billings
Wehrman, Eugene D.—Billings
Allred, Robert F., Jr.—Billings
Pace, William J.—Helena

FLIGHT INSTRUCTOR INSTRUMENT

Wehrman, Eugene D.—Billings
Schultze, William T.—Billings
Lacivita, Joseph J.—Rensselaer, N. Y.

BASIC GROUND INSTRUCTOR

Eisenbart, Allen R.—Billings

ADVANCED GROUND INSTRUCTOR

Blackler, Edwin E.—Missoula
Christensen, Robert W.—Great Falls
Jenkins, Lloyd P.—Lewistown

INSTRUMENT GROUND INSTRUCTOR

Jenkins, Lloyd P.—Lewistown

ROTORCRAFT-HELICOPTER

Lavallee, Joseph N. (Comm.)—
Addis Ababa, Ethiopia
Breslin, Charles A. (Comm.)—
Missoula

FLIGHT INSTRUCTOR

ROTORCRAFT-HELICOPTER

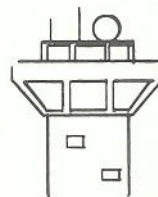
Lavallee, Joseph W.—Addis Ababa,
Ethiopia

AIRFRAME MECHANIC

Hansmann, Roy R.—Pendroy
McGrath, Laurence T.—Butte
Lemon, Marvin A.—Wilsall
Crawford, Jim N.—Livingston
Mikat, Horst H.—Helena

POWERPLANT MECHANIC

Colgrove, William R.—Columbus
Smith, Donald E.—Wisdom
Anderson, Dugan J.—Helena



TOWER

OPERATIONS

OCTOBER, 1970

	Total Operations	Instrument Operations
Missoula	8,344	313
Billings	8,002	1,418
Great Falls	7,786	1,292
Helena	4,043	399

USE YOUR MONTANA
FLIGHT PLAN SERVICE

FRONTIER FEATURES TWO MONTANA SKI SITES

Montana's "Bridger Bowl" and "Red Lodge Mountain" are included in the new weekend "Snow Club" ski flights by Frontier Air Lines and featured in their new brochure "Frontier Cool Spots." The new ski flights will add a major lift for Skiers flying to Rocky Mountain skiing and other winter recreational sites this 1970-71 season. Frontier, which serves 32 major ski areas throughout the Rocky Mountain West and Southwest, is embark-

ing on one of the largest overall ski programs to be implemented by an airline.

Twenty-six "Snow Club" ski flights, offering more than 1,200 seats, will be flown by Frontier each weekend beginning December 12 through April 11 between major cities and the ski areas. The ski flights are designed to offer maximum ski time and are oriented to skiers with special in-flight beverages, meal and snack services, ski magazines and snow reports. Skiers will also receive

free a heavy gauge plastic protective ski bag for their equipment.

The new 16 page four color winter sports tour brochure "Cool Spots" is available free of charge and contains the numerous winter sports vacation packages, ranging from two days to one week and longer in length. For additional information on skiing and all winter sports activities throughout Frontierland, write for the "Cool Spots" brochure. Frontier Air Lines—5900 East 39th Avenue—Denver, Colorado 80207.

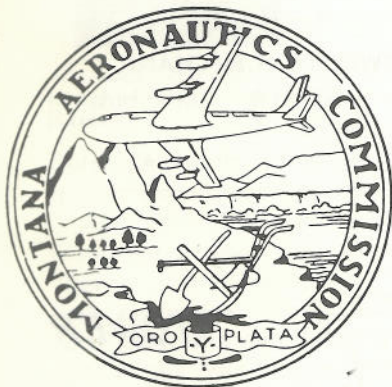
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



November, 1970

Second-Class

Postage Paid at
Helena, Mont. 59601